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BEFORE THE ARIZONA CORPORATION COMMISSION

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ARIZONA CORPORATION COMMISSION
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COMMISSIONERS

BOB STUMP, Chairman
GARY PIERCE
BRENDA BURNS
SUSAN BITTER SMITH
BOB BURNS

IN THE MATTER OF THE
APPLICATION OF UNION
PACIFIC RAILROAD TO ALTER
CROSSINGS OF THE UNION
PACIFIC RAILROAD AT MARICOPA
(SR 347), PORTER, WHITE & PARKER,
AND HARTMAN ROADS

) DOCKET NO. RR-03639A-07-0517
)
)
) **UNION PACIFIC RAILROAD**
) **COMPANY'S PROGRESS REPORT**
)
)
)

Applicant Union Pacific Railroad Company ("Union Pacific"), by and through its attorneys
Beaugureau, Hancock, Stoll & Schwartz, P.C., pursuant to the Commission's Decision No. 71065
in this docket, files the following progress report. The information herein was provided by Paul
Jepson, Intergovernmental Affairs Director for the City of Maricopa, Arizona.

1. In October of 2010, the Arizona Department of Transportation ("ADOT") and the
City of Maricopa agreed to share the cost of a Design Concept Report and accompanying
environmental study for a grade separation of Union Pacific's railroad tracks at Maricopa Road/SR
347. The Design Concept Report included several alternative designs. One of those alternatives
has been selected and a meeting is planned for April 29, 2014 to provide information to the public
about the selected alternative and the draft final design for the grade separation. The City of
Maricopa hopes to have the final design signed by the Federal Highway Administration by July,
2014. The City is prepared to pay for 30% plans to proceed with the grade separation.

2. The actual Average Daily Traffic ("ADT") count for the current at-grade crossing
of Maricopa Road/SR 347 over Union Pacific's railroad tracks is 34,000, greater than the 30,852
reported in the progress report for 2012, but still considerably less than the 38,575 reported in

1 Union Pacific's October 17, 2007 Responses to ACC Staff's Revised First Set of Data Requests,
2 CW 1.1, and included in Staff's Memorandum dated and filed in this docket on April 11, 2008.

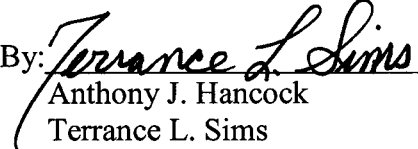
3 3. The City of Maricopa's most reject projection for ADT at the crossing of Maricopa
4 Road/SR 347 over Union Pacific's railroad tracks for the year 2040 if no grade separation is built
5 is 66,000, approximately the same as the 65,922 projected for the year 2030 as reported in Staff's
6 Memorandum dated and filed in this docket on April 11, 2008.

7 4. In addition to its own planned contribution, the City of Maricopa has sought and
8 continues to seek funding from various sources for a grade separation of Union Pacific's railroad
9 tracks and Maricopa Road/SR 347. Those additional sources include ADOT, the Ak-Chin Indian
10 Community, and Union Pacific, as well as a grant.

11 5. Union Pacific understands that whether a grade separation is needed is primarily a
12 question of mobility and convenience for vehicular traffic on the roadway, not safety. Union
13 Pacific's opinion is that a grade separation at Maricopa Road/SR 347 is not currently necessary
14 because the at-grade crossing remains safe. In addition, grade separation is not appropriate at this
15 time because the plans for such a grade separation are not complete, and it has not been determined
16 how such a grade separation would be funded, nor when construction of a grade separation could
17 be begun and finished.
18

19 RESPECTFULLY SUBMITTED this 6th day of February, 2014.
20

21 BEAUGUREAU, HANCOCK,
22 STOLL & SCHWARTZ, P.C.

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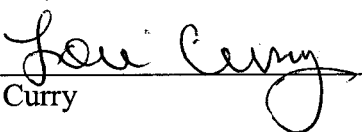
1 ORIGINAL AND THIRTEEN COPIES
2 of the foregoing filed this 6th day of
February, 2014, with:

3 Arizona Corporation Commission
4 1200 West Washington Street
Phoenix, Arizona 85007

5 COPY of the foregoing mailed this
6 6th day of February, 2014, to:

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